

Cover Sheet – Non-Social Service Activity

AGENCY NAME: Town of Amherst, Department of Public Works
 AGENCY ADDRESS: 586 South Pleasant Street.
 AGENCY PHONE NO: 413-259-3050 CONTACT PERSON: Guilford B. Mooring
 CONTACT PERSON EMAIL: mooring@amherstma.gov
 2012 CDBG REQUEST: \$ 375,000.00

1. Project Name: *Phase II—Main Street Barrier Removal, Reconstruction and Upgrade.*
2. Project Description (1-2 sentences): *The project consists of reclaiming, regrading and resurfacing the roadway and sidewalks on Main Street between South Whitney St and Triangle St. The total length of roadway is approximately 1200 ft and the total length of sidewalk is approximately 2200 ft. The work will remove existing accessibility issues for pedestrians, bicyclist and users of the Town's mass transit systems and to improve safety for these same groups will maintaining vehicle access.*
3. Project Location: *The project is located on Main Street from South Whitney St and Triangle St.*
4. Budget Request: *\$ 375,000.00*
5. Type of Activity (check one):
 - ☐ Rehabilitation
 - ☐ Acquisition
 - ☐ Demolition/clearance
 - ☐ Infrastructure
 - ☐ Public Facility
 - ☐ Architectural Barrier Removal
 - ☒ Other – please explain: *This is an Architectural Barrier removal project that will rehabilitate existing infrastructure.*
6. Demonstrate Consistency with Community Development Strategy: *The 2012 Community Development Strategy references the Town's new master plan as the principle guidance document for project submittals. Specifically the following work items will be accomplished to meet the Transportation objectives of the master plan.*
 - a. *Sidewalks will be repaved and widened as necessary.*
 - b. *The sidewalks and roadway will be adjusted as required to remove existing accessibility barriers at crosswalks.*
 - c. *All crosswalk ramp cuts will be constructed to meet ADA standards.*
 - d. *The roadway and curbing will be adjusted as required to provide a positive barrier*

- (maximum 6 inches) between the sidewalk and motorized traffic.*
- e. The roadway will be expanded where needed to accommodate the marking of bicycle lanes adjacent to the vehicle travel lanes.*
 - f. The existing PVRTA transit stops will be upgraded to allow for full bus pull offs, waiting areas and bus shelter pads.*
 - g. New crosswalks will be added to allow east and west passage along the Main St. corridor.*
 - h. Drainage will be modified to remove standing water at the new and upgraded crosswalks.*
7. Demonstrate Consistency with Sustainable Development Principles: The improvements and barrier removals along Main Street directly and indirectly meet many of the State's sustainable development principles:
- 1. Concentrate Development and Mix Uses—expanding the capacity of public infrastructure in and around the Town Center encourages infill development.*
 - 7. Provide Transportation Choice—with the improvements, Main Street will be able to accommodate cyclists, pedestrians, those with mobility impairments, and offer better public transportation.*
 - 8. Increase Job and Business Opportunities—with the improvements, the neighborhood businesses could see an increase in foot traffic and activity along Main Street.*
8. Demonstrate Consistency with Target Area requirements: *This project is the Town Center and East Amherst Village Center Target Area.*
9. National Objective

Benefit to low- and moderate-income persons

Estimate the number of low- and moderate-income persons to benefit from the Project:

As a barrier removal project, it meets the National Objective..

Please submit responses to the following questions:

Project Name: Phase II—*Main Street Barrier Removal, Reconstruction and Upgrade.*

Project Location: *The project is located on Main Street from South Whitney to Triangle Street.*

Census Block Group:

Community	Census Tract	Block Group	# LMI	LMI Universe	% LMI
Amherst town	820500	1	815	1300	62.7
Amherst town	820500	2	385	962	40.0
Amherst town	820500	3	500	662	75.5

A. Please describe in full the project for which you are requesting funding:

This is Phase II of Main Street improvements, the first being improvements from Northeast Street to Whitney, also funded through the CDBG program.

The work to be done on this project includes removal and replacement of the existing sidewalks in order to correct severe deficiencies in the overall accessibility of a major arterial connector between east Amherst and both the downtown and University of Massachusetts. This route is also a core public transit route for PVRTA, UMass Transit buses and the New England Central Railroad. The proposed project requires the reclamation, regrading and resurfacing of the entire roadway as well as minor box widening to accommodate safe, accessible bus pull offs with added bus shelters and new cross walks to accommodate all users and facilitate safe access to all modes of transportation.

- 1. Removal of existing accessibility issues for pedestrians, bicyclist and users of the Town's mass transit systems (bus and rail).*
- 2. Improve safety along this corridor, especially with access to public transit service and the larger Downtown business area.*

Currently in the project area there are physical barriers along the existing sections of acceptable and unacceptable sidewalks. These barriers include:

- 1. None existent curb cuts at road intersections with existing sidewalks.*
- 2. Unacceptably long travel distances to existing crosswalks to access bus transit and rail services.*
- 3. Inadequate vertical separation of the sidewalk and roadway. Many areas have the sidewalk at the same level of the roadway, posing a danger to mobility impaired pedestrians from automobiles and cyclist.*

The project area also includes substandard public transit facilities, and bike lanes. The problems in these areas include:

- 1. No covered waiting areas,*
- 2. Lack of bus pull offs*
- 3. Lack of easy access to bus stops from the sidewalks.*
- 4. Inconsistent or nonexistent Bike lanes.*

The work to improve this area will consist of; enclosure 2 provides details of the improvements:

- a. Sidewalks will be repaved and widened as necessary.*
- b. The sidewalks and roadway will be adjusted as required to remove existing accessibility barriers at crosswalks.*
- c. All crosswalk ramp cuts will be constructed to meet ADA standards.*
- d. The roadway and curbing will be adjusted as required to provide a positive barrier (maximum 6 inches) between the sidewalk and motorized traffic.*
- e. The roadway will be expanded where needed to accommodate the marking of bicycle lanes adjacent to the vehicle travel lanes.*
- f. The existing PVRTA transit stops will be upgraded to allow for full bus pull offs, waiting areas and bus shelter pads.*
- g. New crosswalk(s) will be added to allow east and west passage along the Main St. corridor.*
- h. Drainage will be modified to remove standing water at the new and upgraded crosswalks.*

B. What is the community's need for the proposed project/program?

The Community has identified through its master planning process that barrier removal projects are a priority. Incidentally, the improvements to Main Street will meet other goals of the master Plan, including the goal of the transportation section:

"A balanced, inclusive, accessible, safe, environmentally responsible transportation and circulation system that serves users of public transit, pedestrians, bicyclists, and drivers, and that is connected within and among different modes both in town and to the region."

C. Community Involvement:

This project grew out of the town staff identifying areas in town that have eligible block groups and do not meet the goals of the Towns Master Plan. Once these areas were identified, the projects were vetted and supported by the Public Works Committee and the Disability Access Advisory Committee (DAAC).

If this project is selected for funding the final designs will be brought back to the Public Works Committee, DAAC, the Public Transportation Committee and the Select Board for a final blessing. All of these meeting are open to the public.

D. Project Feasibility

- a. Describe what evidence exists to show that the community at large or project beneficiaries will use the project. Include documentation of demand for the activity through summary descriptions of surveys, inquiries, waiting lists or past participation.**

DPW frequently receives emails and calls of concern due to the lack of ability to safely travel up and down this route as well as cross Main Street. This area is also of concern to PVRTA concerning the safety their buses and customers going to and from the bus stops. Additional information is available upon request.

- b. If applicable, describe and document the availability and source of matching or other funds needed to complete the project.

The Town is proposing to use other Town Funds as needed to supplement this project.

- c. Identify the roles and responsibilities of all personnel involved in the project as well as internal controls.

This project will be handled by our Engineering office lead by Jason Skeels, PE., Town Engineer. He will have overall daily oversight of the project. He will be assisted by Paul Dethier, Asst Town Engineer and Elizabeth Marshall, Engineering Tech, who will have daily oversight of the work. All work will be accomplished in accordance with Mass Dot and Federal Highway Standards.

- d. Citing past accomplishments, document that the agency has the necessary past expertise to conduct the activity and has successfully completed past activities in a timely manner.

The Amherst Department of Public Works executes or oversees \$ 500,000 to \$3,000,000 of construction every year. For FY 11 we are working on about \$2,000,000 in roadway projects.

- e. Please submit a program budget that includes all sources of revenue and all expenses.

See Attached Budget. The unit prices used to create the estimate is based on the Massachusetts DOT statewide price averages. These averages tend to be 25-35% higher than actual prices in this part of the state so there is no contingency added to the project cost.

- f. Please submit a time line with milestones, including a start and end date that demonstrates that this project is feasible (will be complete) within 18 months.

See Attachment.

- g. Please identify the staff that will be directly responsible for implementing this activity.

Guilford Mooring, PE, Superintendent of Public Works

Jason Skeels, PE, Town Engineer

Paul Dethier, Asst Town Engineer

Elizabeth Marshal, Engineering Technician

E. Impact

It is expected that if all the proposed work is funded and accomplished that there will be a marked improvement in the quality of life for citizens of Amherst, ranging from those with mobility impairments to low- and moderate-income residents.

- a. We expect that accessibility and safety complaints will be reduced by 80 %.*
- b. Transit times will increase on this segment of the route.*
- c. A 50% increase in bike traffic over current estimates.*

F. Evaluation

Short Term Goals: Our short term goal is to remove all existing barriers to current mobility along this corridor. We shall use an actual count of barriers removed as the basis of our success. It is also expected that these improvements will last the next 10 to 20 years with little or no maintenance.

G. Agency Information

The Amherst Department of Public Works is a full service consolidated Public Works Department providing the following services:

*Water Collection and distribution
Waste Water Collection and Treatment
Highways and Sidewalks
Traffic Signals
Outside Grounds Maintenance
Town Cemeteries
Vehicle Maintenance
Engineering and Administrative Support*

The agency has been in existence for over 100 years.

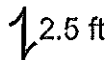
PROJECT:	Main St		CB	18	
From:	Triangle St		DMH	8	North Sidewalk
To:	Whitney St		SMH	4	Sidewalk Length:
Roadway Length:	1,250	Telephone or other	WG	9	Sidewalk Width:
Roadway Width:	30, 39 & 41	Replace CB framew Mar		10	Area (SF):
Area (SF):	43,800	Replace MH framew Mar		9	Area (SY):
Area (SY):	4,867	# Driveways		0	South Sidewalk
Sidewalk Length:	2,172	Comments: Proposed widths 9 ft bus pull			Sidewalk Length:
Sidewalk Width:	4 & 5	offs, 4 ft bike lanes, 11ft travel & Turn lanes.			Sidewalk Width:
Swalk Area (SF):	10,860	30ft wide typical. Run Continuous berm on			Area (SF):
Swalk Area (SY):	1,207	south side of road, flatten at driveways			Area (SY):
Berm Length (LF):	1,503	leaving 2" lip for 1/2" lip finished grade.			
Berm Type:	Type A				

MHD Item #	Item	Qty	Unit	MHD Weighted Average	MHD Estimated Cost
120.100	UNCLASSIFIED EXCAVATION	1146	CY	\$ 25.00	\$28,647.22
127.000	CONCRETE EXCAVATION	75.00	CY	\$ 160.12	\$12,009.00
129.000	PAVEMENT MILLING		SY	\$ 10.00	\$0.00
141.100	TEST PIT FOR EXPLORATION		CY	\$ 60.00	\$0.00
146.000	DRAINAGE STRUCTURE REMOVED		EA	\$ 400.00	\$0.00
151.200	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	10.0	CY	\$ 40.00	\$400.00
170.000	FINE GRADING AND COMPACTING	2413	SY	\$ 3.00	\$7,240.00
204.110	GUTTER INLET - SPECIAL	1	EA	\$ 1,562.50	\$1,562.50
220.000	DRAINAGE STRUCTURE ADJUSTED	26	EA	\$ 290.00	\$7,540.00
220.200	DRAINAGE STRUCTURE REBUILT	26	FT	\$ 238.50	\$6,201.00
220.500	DRAINAGE STRUCTURE REMODELED	1	EA	\$ 515.11	\$515.11
220.600	SANITARY STRUCTURE REBUILT	4	FT	\$ 250.00	\$1,000.00
220.700	SANITARY STRUCTURE ADJUSTED	4	EA	\$ 300.00	\$1,200.00
222.300	FRAME AND GRATE (OR COVER) MUNICIPAL STANDARD	19	EA	\$ 600.00	\$11,400.00
223.100	FRAME AND GRATE (OR COVER) REMOVED AND STACKED	19	EA	\$ 67.56	\$1,283.64
252.120	12 INCH CORRUGATED PLASTIC (POLYETHYLENE) PIPE	10	FT	\$ 42.00	\$420.00
280.000	HOT MIX ASPHALT WATERWAY		SY	\$ 75.00	\$0.00
358.000	GATE BOX ADJUSTED	9.00	EA	\$ 125.00	\$1,125.00
402.000	DENSE GRADED CRUSHED STONE FOR SUB-BASE	368	CY	\$ 55.00	\$20,258.27
403.000	RECLAIMED PAVEMENT FOR BASE COURSE AND/OR SUB-BASE	4866.67	SY	\$ 6.05	\$29,443.33
420.000	HOT MIX ASPHALT BASE COURSE	108	TON	\$ 95.13	\$10,274.04
460.000	HOT MIX ASPHALT	876.00	TON	\$ 90.00	\$78,840.00
460.000	HOT MIX ASPHALT	438	TON	\$ 90.00	\$39,420.00
464.000	BITUMEN FOR TACK COAT	243.33	GAL	\$ 6.00	\$1,460.00
470.000	HOT MIX ASPHALT BERM, TYPE A	30	TON	\$ 150.00	\$4,509.00
504.000	GRANITE CURB TYPE VA4 - STRAIGHT	350.00	FT	\$ 33.23	\$11,630.50
504.100	GRANITE CURB TYPE VA4 - CURVED	25	FT	\$ 40.02	\$1,000.50
580.000	CURB REMOVED AND RESET	650.00	FT	\$ 18.62	\$12,103.00
583.000	EDGING REMOVED AND RESET		FT	\$ 15.00	\$0.00
701.000	CEMENT CONCRETE SIDEWALK	17.78	SY	\$ 45.72	\$812.80
701.200	CEMENT CONCRETE WHEELCHAIR RAMP	126	SY	\$ 75.00	\$9,450.00
702.000	HOT MIX ASPHALT WALK SURFACE	217.20	TON	\$ 150.72	\$32,736.38
703.000	HOT MIX ASPHALT DRIVEWAY	142	TON	\$ 150.00	\$21,270.00
734.000	SIGN REMOVED AND RESET	19.00	EA	\$ 118.00	\$2,242.00
751.000	LOAM BORROW	231	CY	\$ 40.37	\$9,344.91
765.000	SEEDING	1388.89	SY	\$ 1.80	\$2,500.00
819.831	WIRE LOOP INSTALLED IN ROADWAY	200	FT	\$ 10.16	\$2,032.00
860.040	4 INCH REFLECTORIZED WHITE LINE (PAINTED)	2500.00	FT	\$ 1.00	\$2,500.00
860.120	12 INCH REFLECTORIZED WHITE LINE (PAINTED)	944	FT	\$ 1.09	\$1,028.96
867.040	4 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	2500.00	FT	\$ 0.60	\$1,500.00
				Itemized TOTAL	\$374,907.50
				Rounded TOTAL	\$375,000.00

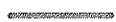






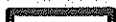



Item 120 Unclassified Excavation	TY (cy) SY	
Driveways - (areas from arcmap)x.25ft/27	56	
Sidewalk - (length of sidewalk * 5 ft * .25 ft deep)/27	101	
Widening ((300'x6'North Side)x1.5ft deep)+(Bus100'x9x1.5ftdeep) /27	150	450
HMA Curb Removal	28	
Removal of excess	811	
TOTAL FOR ITEM 120 ABOVE	1,146	

Legend







Main St

 2.5 ft Proposed Widening





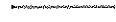





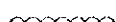

Construction Items

-  Granite Curb
-  HMA Curb
-  White Edgelines
-  Double Yellow Centerline
-  Concrete Wheelchair Ramp
-  Resurfacing Areas
-  Bus Pull-Off
-  Proposed Driveway Resurfacing
-  Grass
-  Proposed HMA sidewalk
-  Crosswalk




















Property Lines

-  Property Line
-  Hydrographic Property Line
-  Right of Way Line
-  Town Boundary
-  Street Trees
-  Existing Pavement Markings

Drainage

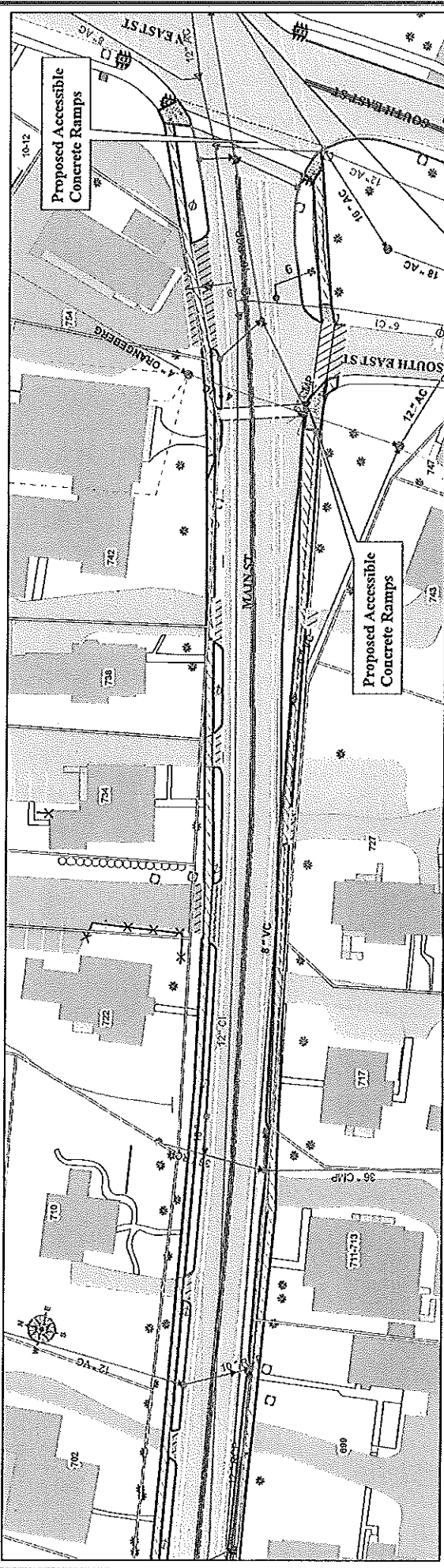
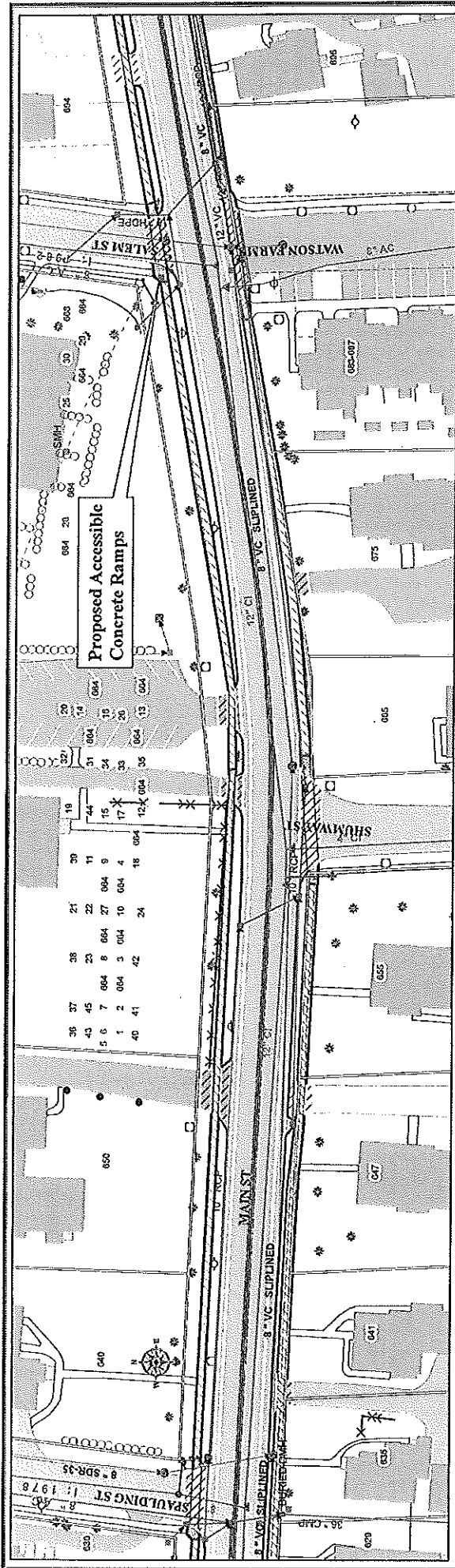
-  Culverts
-  Dams
-  Drainage ditch
-  Headwall, wingwall, etc.
-  Hidden drainage ditch
-  Outfalls
-  Fence
-  Guardrail along road
-  Hedge
-  Rivers and Streams
-  Paved street polygons
-  Unpaved street polygons

Infrastructure Points

-  Bike Rack
-  Flag pole
-  Picnic Table
-  Emergency Phone
-  Electrical Box
-  Transmission Tower
-  Water Meter
-  Trash Can
-  Radio and cellular phone towers
-  Visible standpipes, wellheads
-  Cell phone towers
-  Post
-  Light Pole
-  Traffic Sign
-  Utility pole with street light
-  Utility Pole
-  Bollard
-  Parking Meter
-  Traffic Signal Pole

Jason O. Skeels
October 20th, 2010





Main St 3
Spaulding to Southeast

1 inch = 50 feet
0 20 40 60 80 Feet